

## REPORT

INFORMATION FROM  
FOREIGN DOCUMENTS OR RADIO BROADCASTS

CD NO.

DATE OF INFORMATION 1952

DATE DIST. 13 Jul 1953

NO. OF PAGES 2

SUPPLEMENT TO  
REPORT NO.

LANGUAGE German

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SOURCE      Nachrichten aus der Rumanischen Volksrepublik.

## MEASURES FOR IMPROVED TRANSPORT FACILITIES IN RUMANIA

Under the Five-Year Plan the Rumanian transportation network will be greatly expanded. New railroad lines will be built and a second track added to existing single-track lines, making in all some 373 kilometers of new track. The Campina-Stalin line will be electrified. The volume of transport by rail, road, and water in 1955 will be 170 percent of the 1950 figure. In the same period, freight transportation will increase 74 percent; the tonnage carried per kilometer will increase 62 percent; and the number of kilometers of passenger travel will increase 36 percent. Work productivity through improved exploitation of railroad yards will increase 33 percent by 1955. During the same period, transport costs will be reduced 20 percent. Under the Five-Year Plan, Rumanian railroads will receive 7,750 four-axle and 2,000 two-axle freight cars, 400 four-axle passenger cars, and 30 four-axle railroad motor-cars.

The plan for waterways includes continuation of work on the Danube-Black Sea Canal, approval of plans for the Bucharest-Danube Canal, and research on increasing the navigability of the Pruth, Siret, Arges, and Olt rivers. The Five-Year Plan also provides for a 67-percent increase in the 1950 water-transport level.

As for transport by road, the plan provides for a 40-percent increase by 1955 over the 1950 figure in passenger travel and a 195-percent increase in freight transport. During the same period, motor bus transport is scheduled to rise 22 percent and trucking, 60 percent. The Five-Year Plan calls for modernization of 1,190 kilometers of roads and for construction of 10.5 kilometers of bridges by 1955.

An increase of 55 percent in air freight and of 90 percent in passenger travel is expected between 1950 and 1955.

The new attitude toward work is shown especially by the so-called 100,000-movement started by Stakhanovites Babkin, Titov, and Orechov; this movement means driving a motor vehicle 100,000 kilometers without repairs. The 100,000-movement

- 1 -

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in 1952 included 193 drivers of the Cluj Regiune Transport Administration. Of this number, 41 exceeded this number of kilometers. For example, Gherghely Ludovic drove his vehicle 118,000 kilometers without repairs, thus saving a large amount of money.

Many improvements in the work and living conditions of transport workers have been introduced. For example, central heating has been installed in the railroad workshops at Pascani, Cluj, Arad, Iasi, and Ploesti, and in the motor workshops at Stalin; and bathrooms and mess halls have been built at the shops at Timisoara, Ploesti, Arad, Bucharest Marshaling Yard, Grivita-Rosie, and other places.

Stalin railroad workers have been provided with new living quarters. The first section of these living quarters was built in 1948. Up to spring 1951, there were 162 living units. Between spring 1951 and 18 December 1951, 21 housing projects, with 84 living units, were completed. In Bucharest, 21 bedrooms were built for railroad workers, besides rooms for sports and cultural activities.

By 1952, transport workers had been provided with 8 new hospitals, 18 polyclinics, 42 pharmacies, and 15 sanatoria. These workers and their families have at their disposal five vacation resorts at the seashore and in the mountains. In large railroad centers 6 nurseries and 18 kindergartens have been made available to the transport workers' families.

In Nicolina-Iasi a night sanatorium had been built to give special care to railroad workers who have chronic ailments or are weakened in health. Pharmacies and sick rooms also are provided, as well as 25 large rooms to care for 50 persons each. These night sanatoria cost 26 million lei and represent a hitherto unknown form of health protection.

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- 2 -

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